MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

PROCEDURES GOVERNING CLASSIFICATION AND RATING OF PROSPECTIVE BIDDERS

INTRODUCTION

This procedure provides guidance to general contractors requesting prequalification to bid on MBTA construction projects. This package includes the Contractor Prequalification Statement that must be submitted and approved by the Authority prior to permission to bid on projects unless this requirement is otherwise eliminated or modified by the MBTA in connection with a specific project. Once approved, general contractors apply annually for re-approval.

In general, MBTA prequalification relies on the value and types of work previously completed in the past ten (10) years as well as the applicant's financial capacity. The MBTA prequalification committee relies on the certified information provided by the applicant. The prequalification committee has the discretion to waive or reject a prequalification application if not fully completed or if the prequalification committee cannot fully understand the submittal.

I. DEFINITIONS

A. "Contractor" or "Prospective Bidder"

The words "contractor" or "prospective bidder" as used in these procedures shall include individuals, co-partnerships, associations, corporations, joint ventures, or joint stock companies and their representatives, trustees, or receivers, appointed by any court of competent jurisdiction. All corporations must show proof of registration with the Massachusetts Office of the Secretary of State to do business in Massachusetts.

B. "Authority"

The word "Authority" as used in these procedures shall mean the Massachusetts Bay Transportation Authority.

C. "Experience"

The word "experience" as used in these procedures shall mean the number of years engaged in highway, transit, bridge and building construction or other public works contracts completed by the contractor for this Authority, other state highway and/or bridge departments, public building authorities, federal bureaus or similar agencies.

The contractor must be in business for at least one (1) year to be considered for prequalification. In the case of a joint venture or partnership in existence for less than a year, each member of the joint venture or each partner of a partnership or any key subcontractor must meet the one year requirement.

D. “Prequalification Committee"

The term "prequalification committee" as used in these procedures shall mean a committee within the Authority consisting of the Assistant General Manager for Design and Construction or his/her designee as chairperson, such members or their alternates as may be designated by the chairperson of the Authority and a non-voting recorder to be designated by the chairperson of the committee.

E. "Aggregate Bonding Capacity”

"Aggregate Bonding Capacity" shall be the highest total dollar amount of performance and payment bonds a surety will provide a construction contractor. The surety must be licensed and approved by the Massachusetts Division of Insurance and in compliance with the requirements set forth in the procurement documents.

Support of a contractor's Aggregate Bonding Capacity must be presented as a total dollar amount in letter format on the provider’s letterhead. The letter must be signed by an authorized representative of the surety. Signing authorization, such as Power of Attorney, or Attorney-in-Fact, must accompany this letter.
"Current Capacity Rating”

F. “Current Capacity Rating” shall be the net difference between a contractor's aggregate bonding capacity and the dollar value of his/her current uncompleted work, regardless of its location and with whom it may be contracted. Contractors will not be eligible to bid on a contract when the Authority's estimated project value of the job exceeds the contractor's “Current Capacity Rating".

G."Project Value”

Each project shall be given a "Project Value” derived from the Authority's preliminary cost estimate stated in round figures to the nearest hundred thousand.

H. “Reference Checks”

Projects are subject to reference checks and must be completed to the satisfaction of the Authority to be considered for prequalification

I. “Presentations”

Contractors with no MBTA experience may be invited to present their qualifications to the Prequalification Committee prior to prequalification. Contractors who lack recent MBTA experience or who have created concerns for MBTA since their last prequalification may be invited to conduct interviews as requested by the Committee.

J. "Waivers"

A contractor may request a waiver of its prequalification limits in order to bid on a specific project. One-time waiver requests will be reviewed on a case-by-case basis. Waivers are granted at the discretion of the prequalification committee based upon current and past contractor work performance and references. A contractor's safety performance will also be scrutinized when determining waiver requests.

II. APPLICATION FOR PREQUALIFICATION

A. General

It is the policy of the MBTA to require prequalification of bidders for construction projects whose estimated construction value is greater than $1,000,000. The Authority also may require prequalification in two or more classes of work in one single project. Any Contractor proposing to bid on work under the direction of the Authority, estimated to cost one million dollars ($1,000,000) or more, must furnish a notarized statement on forms provided by the Authority, setting forth financial data (as noted in Part IV "Financial Data" section of the Contractor Prequalification Statement), adequacy of plant and equipment, organizational structure, experience and other pertinent facts. The statement should be accompanied by Prequalification Rating Certificates from each state prequalified, or other Massachusetts state agency, if any have been issued. The MBTA reserves the right with respect to a specific project to eliminate or modify the prequalification requirement and the requirement to furnish a notarized statement.

Audited financial statements accompanying the Contractor Prequalification Statement must be for the most recent fiscal- year-ended. A full opinion audit must have been conducted in accordance with generally accepted auditing standards. At a minimum, financial statements should include auditor's opinion, balance sheet, income statement and footnotes.

Any significant change in the financial condition or the status of equipment and/or any change in the name or structure of the firm, officers or ownership, which occurs between the date of the audited financial statement and the filing date, must be reported to the Authority at the time of filing. The Authority reserves the right to demand additional information at any time.

For work aggregating under one million dollars ($1,000,000) or as otherwise required by the MBTA in the procurement documents, post-qualification may be required. The information to be submitted after receipt of bids or proposals shall be similar to that required for prequalification. All bids submitted for work aggregating under one million dollars ($1,000,000) in excess of fifty thousand dollars ($50,000) will be accompanied by a letter of commitment from a surety company. This letter of commitment shall be in addition to any bid deposit.

All information furnished in any statement by a prospective bidder shall be held in strict confidence by the Authority and its agents, except where such information is required by statute, and/or regulations promulgated by applicable federal or state agencies, and such information shall be used only to determine the prospective bidder's aggregate bonding capacity and the class of work entitled to be undertaken in accordance with the procedures herein contained. No information contained in any such statement shall be imparted to any other person without the written consent of the prospective bidder.

Prequalification Statements shall be submitted yearly prior to the expiration date or written request for a time extension must be submitted and accepted by the committee. The prequalification committee may elect to simply extend the time of the current limits if its review of the submittal is still ongoing.

B. Contractors

Contractors shall submit a completed Contractor Prequalification Statement accompanied by a certificate from each state in which the organization performed work, stating the rating, if any, issued by that State. All corporations must show proof of registration with the Massachusetts Office of the Secretary of State to do business in Massachusetts.

C. Joint Ventures

If joint venture bidding is desired, a combined Prequalification Statement of experience, principal personnel, plant and equipment, organizational structure, previous record, financial data and other pertinent factors, including the number, size, and completion dates of construction jobs in this or other states presently under contract, shall be submitted. The joint relationship shall be considered in effect until one of the contractors notifies the Authority that the joint relationship is concluded.

When a contractor has submitted a work history with a project that they participated in a joint venture, the contractor must only state the percentage of contract value of work that was self-performed. The committee will only evaluate its prequalification on the percentage of the contract that was performed by said contractor. The contractor will not receive prequalification ratings based on the entire contract value. If said contractor performed sixty (60%) of the contract then contractor will only be evaluated on 60% of the contract value. When joint venture contracts are listed in the applicant’s Prequalification Statement, please provide the following:

- Define members of the JV
- Total value of contract
- Percentage performed by the applicant
- Total value for each class of work

Joint Ventures are required to submit the following:

- Joint Venture Agreement (draft is acceptable if Agreement is not yet executed)
- Surety Letter
- Prequalification Certificates from each JV Member
- Power of Attorney identifying an individual who can sign on behalf of the JV.
- Work History from each member

D. Subsidiary Companies (When parent company already holds prequalification status)

In the event, that a prequalified parent company has formed or intends to form a subsidiary company with intent to prequalify, prequalification rating may be established for the subsidiary company subject to the following rule of procedure:

The subsidiary company shall be considered as an independent entity and shall be rated on the basis of its own independent financial resources, equipment, personnel, experience and the number, size and completion dates of construction jobs in this or other states presently under contract.

E. Time Limitation in Submitting Request for Prequalification

Contractors are encouraged to submit their paperwork as soon as possible, but in no case shall Requests for Prequalification be submitted less than ten (10) calendar days preceding the day set for opening of bids or the receipt of Statements of Qualifications or as otherwise set forth in the procurement documents. A request for prequalification will not be considered until a properly and correctly completed Contractor Prequalification Statement and financial data, including all necessary supporting data, has been submitted. The Authority shall endeavor, but shall not guarantee, that it will timely review any submittals that do not meet these deadlines. It remains the contractor's responsibility to meet the prequalification timelines.

F. Class of Work Desired

Each prospective bidder shall indicate, in the place provided on page 4 in the Contractor Prequalification Statement, the particular class or classes of work upon which he/she desires to bid, but such indication shall not be binding upon the Authority in classifying a prospective bidder according to the facts disclosed in his/her prequalification statement. Classification will not be determined solely by the facts disclosed in his/her Prequalification Statement. If a contractor does not have work history or experience in a class of work then they should not request that class of work. For detailed description and identification numbers of all MBTA Classes of Work, please refer to Appendix 1.

G. Subletting Requirements

Please note the following language dictates the responsibility of the contractor for SUBLETTING OR ASSIGNMENT OF CONTRACT for MBTA projects.

The Contractor shall give personal attention to the fulfillment of the Contract and shall keep the Work under control.

1. The Contractor shall not sublet, sell, transfer, assign, or otherwise dispose of the Contract or any portion thereof, or of the Contractor's right, title, or interest therein, without written consent of the Authority. If consent is given, the Contractor shall be permitted to sublet a portion thereof, but shall provide with the Contractor's own organization, Work amounting to not less than 50 percent of the original total Contract amount, except that any items designated in the Contract as "specialty items" may be provided by subcontract and the amount of any such specialty items provided by subcontracts may be deducted from the total amount in computing the amount of Work required to be provided by the Contractor's own organization. No subcontracts, or transfer of contract, shall in any case release the Contractor from liability under the Contract and bonds. The Authority reserves the right to eliminate or reduce the 50% requirement for a specific project which reduction shall be set forth in the project procurement documents.

H. Contract Value

As stated in Section III.A, a Contractor must have performed at least 50% of the work on a contract for that contractor to be considered for General Contractor prequalification for classes 2-12. The MBTA may require prequalification in two or more classes of work in order to bid on a specific project.

I. Classification Value

Contractor must have completed at least 50% of the Class of Work to be considered for prequalification of that class except for Class 7 – Buildings. For Class 7 – Buildings, a contractor may provide DCAM certification with the work history.

>$500,000 – The Committee prequalifies Classification of Work valued at greater than or equal to $500,000. While the Authority requires prequalification for projects whose total estimated value is greater than $ 1,000,000, the Authority may prequalify or postqualify individual classes of work at minimum of $500,000. The MBTA shall establish the classes of work and minimum requirements in the procurement documents.

Please do not submit any work value that is less than $500,000; it will not be considered for prequalification.

J. Class of Work

The value of the construction dollar amount of each class of work requested by the contractor (Class 2 – 12) shall not exceed the total value of the amount of the contract performed by the Contractor. Class 1 work is defined as the percentage (%) of the total contract amount that is performed and/or managed by a contractor when operating in or around an operating rapid transit, light rail, commuter rail and freight or bus right-of-way without causing disruption to service or as otherwise determined by the Authority. Class 1A work is the percentage (%) of the total contract value that is performed and/or managed by the contractor in or around the water, and requires special water operations such as use of barges or floats or as otherwise determined by the Authority.

Although a contractor may possess and list many types of equipment in the contractor Prequalification Statement for the purpose of establishing an aggregate bonding capacity, only those types of equipment which will be useful in performing the contemplated work will be considered in determining the class or classes of work which the contractor shall be prequalified to undertake.

Contractors must show that it has appropriate and sufficient equipment available to satisfactorily perform the contemplated class or classes of work and that such equipment will not be leased or otherwise limited in use during the period of any contract, which he/she may be awarded. In lieu of actual equipment on hand, the contractor may show current assets sufficient to provide the necessary equipment and may show that he/she will have sole jurisdiction over the equipment for a period of not less than twelve (12) months from the date of application. In addition to a complete description, a statement as to the condition of each piece of equipment shall be required. The Authority shall have the right to inspect all equipment in order to determine its operating condition and value.

K. Action on Requests for Prequalification

Each Contractor's Prequalification Statement shall be reviewed by the Prequalification Committee. This Committee shall analyze each statement, verify as it deems necessary the information set forth therein, determine the class(es) of work and review and approve the aggregate amount of work the prospective bidder shall be entitled to undertake. Whenever the Committee is not satisfied with the sufficiency of the answers contained in any Statement, it may require the Contractor to submit additional information, and, pending the filing of such additional information, the Authority may refuse to furnish such Contractor with an official proposal form for any duly advertised project. The Committee may require a personal interview with a prospective bidder when considering his/her qualifications for a Rating.

After review and analysis of a prospective bidder's Prequalification Statement by the Prequalification Committee, the Authority shall give the applicant written notice of its determination of his/her Aggregate Bonding Capacity and the class of work he/she shall be entitled to undertake.

III. RATINGS

A. General

Ratings shall be determined upon the contractor's ability to properly finance the work as evidenced by bonding capacity, financial statements and supplementing documents, and on his/her competency and responsibility as indicated by the amount and condition of equipment, experience of principal personnel and previous record with this and other awarding authorities. Letters of credit shall not be accepted. An unlimited aggregate bonding capacity shall not be allowed. The resultant ratings shall include the following component parts:

(1) Class of work
(2) Aggregate Bonding Capacity
(3) Single Project Limit, if assigned

How the prequalification committee determines single project rating values:

Single Project Rating Values (For Class 1)

See the definition for "Class 1" in Section II.J Class of Work. The applicant is eligible for up to the value of work performed that meets the Class 1 criteria.

Single Project Rating Values (For Classes 2 thru 12)

If the applicant performed less than 50% of the work for a Class of Work, then the applicant would not receive prequalification for that class.

If the applicant performed greater than 50% of the Class of Work and the Class of Work was less than 50% of Contract Value, then the committee may prequalify the applicant with double the value of the Class of Work performed.

If the applicant performed greater than 50% of the Class of Work and the Class of Work was greater than 50% of the contract value, then the committee may prequalify the contractor with double the contract value for the Class of Work performed.

Contractor's prequalification is limited to their single project rating (SPR) bonding capacity.

The Authority, acting through its prequalification committee, reserves the right to establish a single project limit in a lesser amount than the aggregate bonding capacity in cases where said committee has substantial and valid reason to believe that a prospective bidder is unqualified, either because of lack of experience or unsatisfactory performance on a previous contract, to satisfactorily perform a contract in the full amount of his/her aggregate bonding capacity.

B. Duration of Prequalification Ratings

Prequalification ratings shall remain in effect for not more than twelve months following the date of issuance of the contractor's most recent prequalification statement. It is the contractor's responsibility to be aware when their annual prequalification statement is up for renewal and incumbent upon them to submit on time. If their statement is expired then an extension should be requested to the Director of Contract Administration.

C. Revision of Prequalification Ratings

Whenever the Authority has substantial reason to believe that the condition of a contractor previously prequalified is less favorable and job performance is not satisfactory than at the time of its last application, the contractor shall be required to submit a new Prequalification Statement; this request shall be in writing stating the reason therefore. If the requested statement is not filed within thirty (30) days from date of notice, the current ratings shall be considered forfeited, and the contractor concerned will not be permitted to bid until a new Contractor Prequalification Statement has been received and acted upon by the Authority.

Contractors shall carefully note that the MBTA considers the contractor's approach to worksite safety to be a key condition in allowing contractor to bid on projects. Prequalification can be subject to review and loss of /or reduction of ratings if job or safety performance is not satisfactory. The contractor is also subject to losing the privilege to bid on future MBTA contracts.

The MBTA prequalification committee will review all contractor performance evaluation rating sheets (CPERS), as well as, available safety performance records. CPERS are completed by the MBTA Project Managers on construction projects every sixth payment. The Contractors are rated on (but not limited to) safety, workmanship and overall project management. In addition to evaluations of CPERS, the prequalification committee may look to evaluate past and current safety performance on MBTA and other construction projects that a contractor has performed work.

If the contractor does not adhere to MBTA Safety requirements, has experienced OSHA violations or serious safety accidents, and shows a poor culture of safety, then Qualification Ratings may be modified as well as denial of all pending waiver request.

The contractor is reminded that the decision of the prequalification committee in this regard is final. In addition to a contractor's safety record, all contractors and their subcontractors who have worked on MBTA projects must not have any violations relative to the MBTA's Policy on Right of Way (ROW) and Roadway Protection (RWP) cards, dated September 2012. If a contractor or subcontractor has a violation, that may be cause for revocation of ability to bid the project.

Qualification ratings may be modified whenever it is determined that a contractor does not have sufficient equipment, or sufficient assets to provide necessary equipment either through purchase or lease agreements, or his/her performance is unsatisfactory.

Requests by contractors for the revision of prequalification ratings will be considered by the Authority at any time provided a new Prequalification Statement is submitted. Such statements must be submitted in proper form at least ten (10) calendar days prior to a bid opening or the receipt of Statements of Qualifications or as otherwise set forth in the procurement documents in order to receive consideration.

If at any time subsequent to filing, any significant changes occur in the financial condition, safety experience, or the status of equipment and/ or any change in the name or structure of the firm, officers, principal employees or ownership, a written notice shall be given to the Authority, whereupon a new application for prequalification may be required. If a contractor fails to submit or notify the prequalification committee of any changes as stated above, the committee reserves the right to revoke prequalification.

If an individual or member of a partnership withdraws cash, securities, or any assets subsequent to the filing of a financial statement with the Authority, he/she shall give written notice to the Authority of such withdrawals; the Authority will then adjust the financial rating of the individual or partnership accordingly.

IV. PROPOSAL FORMS

The following requirements apply to Design Bid Build procurements. For procurements other than Design Bid Build, the specific requirements for the prequalification process shall be set forth in the procurement documents.

A. Requests for Proposal Forms

All prospective bidders who wish to bid on work to be awarded by the Authority must submit a completed "Request for Proposal Forms" to the Authority, accompanied by cash, bank check, certified check or money order in the amount stated in the Notice to Bidders, made payable to the Massachusetts Bay Transportation Authority. The MBTA "Request for Proposal Form" is Available on the MBTA's website. Prospective bidders are required to submit a letter to the Director of Contract Administration listing the names of all individuals authorized to sign the "Request for Proposal Forms". The letter is to be signed by a member or officer of the firm together with his/her title.

Unless a prospective bidder has “prequalified”, he/she shall not be entitled to bid on work, the value of which when added to the value of his/her uncompleted work already under contract with the Authority aggregates $1,000,000 or more. The Prequalification Committee can consider requiring prequalification for projects under $ 1,000,000 for Class 1 – General Transit Construction projects or if the proposed work has a safety element or potential risk to MBTA operations. The Committee has the right to evaluate a contractor’s ability to work on any project that is within 25 feet of the active right of way.

A Contractor may take out more than one proposal form at a time, to be opened either on the same date or on subsequent dates, providing that no one single project exceeds his/her current capacity rating. Any proposal, the project value of which places the bidder in a position of exceeding his/her current capacity rating, shall be refused. He/She shall be entitled to receive all other proposals whether opened on the same date or on subsequent dates.

Two or more Contractors who have been prequalified may combine all or a portion of their assets for occasional bidding purposes, by filing with the Authority a completed joint “Request for Proposal Form," stating on an attached separate sheet the portion of each of their assets to be considered jointly. The sum of these will determine the Aggregate Bonding Capacity of the joint ventures. At least one of the joint ventures must be prequalified in the class of work for which they intend to submit bids. (See Section II, C.)

B. Action on Requests for Proposal Forms

The Authority shall act upon a “Request for Proposal Form within five (5) business days following receipt by the Director of Contract Administration, excluding a Saturday, Sunday or holidays.

Prior to the issuance of a proposal form, consideration will be given to the number of projects the prospective bidder has under contract, the state of progress thereon, and his/her “Current Capacity Rating" as determined by deducting the total dollar value of uncompleted work shown in the "Request for Proposal Form” from his/her Aggregate Bonding Capacity.

C. Non-issuance of Proposal Form

A proposal form shall not be issued to a prospective bidder:

1. If the Authority's Project Value (P.V.) for the particular project upon which he/she desires to bid exceeds his/her "Current Capacity Rating," or

2. On non-Federally-aided projects, if the prospective bidder has been adjudged guilty of any irregularity in connection with public works before a court of competent jurisdiction. (A specific time period during which a proposal will not be issued shall be established following such court action. Should an appeal be taken, the period of disqualification shall continue until the judgment is reversed in which event the period of disqualification shall end).

3. On Federally-aided projects, if the prospective bidder:

    a. Has been established as being unacceptable for employment as provided by the applicable regulations issued by the Secretary of Labor, United States Department of Labor.

    b. Appears on the U. S. Comptroller General's Consolidated List of Persons or Firms Currently Debarred for Violations of Various Public Contracts Incorporating Labor Standards Provisions

The Authority may also refuse to issue a proposal form if the prequalification committee determines that:

1. The prospective bidder is making unsatisfactory progress or performing work which is substantially unsatisfactory (including worksite safety) on projects already under contract. (This includes reviewing recent or past CPERs of work on MBTA contracts.)

2. The prospective bidder has performed unsatisfactory work (including worksite safety) on prior contracts or his/her performance record has been unsatisfactory on prior contracts.

The MBTA prequalification committee may at any time review all RFP forms prior to the issuance to contractors for bid

A prospective bidder shall be notified in writing of the refusal by the Authority to issue a proposal form within five (5) business days, excluding a Saturday, Sunday or holidays, following receipt of request for proposal form by the Director of Contract Administration.

After receiving notification of refusal to issue a proposal form, the prospective bidder may make written request for a review by the Prequalification Committee. A request for a review shall set forth the prospective bidder's arguments for a revision of the decision. The prequalification committee shall give a written decision within seven (7) business days of receipt of the prospective bidder's request. In either case, the decision shall be final and binding, subject to any rights of the prospective bidder to a judicial review.

V. MISCELLANEOUS

A. Order of Bid Openings

All Proposals are downloaded electronically at the same time all bid results from lowest to highest.

B. Bid openings

A contractor may submit proposals for more than one project to be opened on the same or subsequent days. However, if he/she is found to be the low bidder on one project, all subsequent bids which place him in the position of exceeding his/her current capacity rating shall be subject to review. The Authority reserves the right to accept or reject any such bids when such action is determined to be in the best interest of the Authority.

C. Right to Reject Bids

Nothing in these procedures shall be construed as depriving the Authority of the right to reject any bid when it is found that the bidder has exceeded his/her current capacity rating or when, in the opinion of the Authority, circumstances and developments have changed the qualification or responsibility of the bidder.

D. Rights of a contractor for Appeal

A contractor or prospective bidder who is aggrieved by a decision or determination of the Authority may file a new application for prequalification at any time, or within fifteen (15) calendar days after receiving notice of such decision or determination, may make written request for a review by the prequalification committee. A request for review shall set forth the argument for a revision of the decision. The prequalification committee shall render a decision within fifteen (15) calendar days following receipt of the request. The previous rating or decision shall remain in effect until the prequalification committee renders a decision in writing on the appeal. The decision of the prequalification committee shall be final and binding, subject to any rights of the contractor or prospective bidder to a judicial review.

Appendix One

Massachusetts Bay Transportation Authority
Definitions of Classes of Work

(Revision Date October, 2016)

CLASS 1 - GENERAL TRANSIT CONSTRUCTION:

Heavy transit line construction projects including the following work: site preparation, cut and cover tunneling, excavation backfill, grading, storm drainage, utilities, sewerage and water systems, gravel base courses, piles, underpinning, sheeting, slurry walls, bituminous and cement pavements, retaining walls, steel and reinforced concrete structures, landscaping, access roadways, fencing, signing and incidental site work. Classes 2 – 12 of these classes of work describe those types of technical work. This Class 1 is intended to only include the contractor's ability to work on or around active facilities, without causing disruption. In order to be granted prequalification in this Class 1, the contractor must exhibit, on previously completed projects that the scope of work for the project required the contractor to perform or manage work on or around active rapid transit, light rail, commuter rail and / or freight tracks or bus without causing disruption to service. In addition, the contractor should demonstrate, by project scope, their ability to work and or manage work in or around an active transit station or facility while performing new or alteration activities without disruption to station or facility operations. The types of projects that also require prequalification in this Class of Work include remodeling, alteration or new construction of bus, rapid transit, light rail and commuter rail stations and multi-modal terminal facilities along with subway ventilation improvements.

Class 1 work is the percentage (%) of the total contract value that is performed or managed by the contractor in or around an operating and active rapid transit, light rail, commuter rail or freight rail right-of-way, without causing disruption to service. Please note that Class 1 does not consist of physical work. It indicates a contractor's experience performing or managing work (Classes 2-12) that has the potential to impact service. A contractor's experience should demonstrate this ability the committee has the right to evaluate a contractor's ability to work on any project that is within 25 feet of the active right of way. For example if 75% of a contract scope of work is in or around an active station or within 25 feet of the active right of way then 75% of the contract value is considered class 1. Another example would be in the event 100% of the work was in or around an active station or right of way then 100% of the work would be considered class 1. If no service exists within the project vicinity then there is no class 1. In other words, in its experience submittal, the contractor must identify the portion of the project that meets this Class 1 criterion.

CLASS 1A - MARINE GENERAL CONSTRUCTION:

Work performed in a water or marine environment consisting of, but not limited to, new pier and dock construction/rehabilitation, including precast concrete piles, prestressed deck beams, cast in place concrete, wood piles and wood decking, boarding ramps, and cutting and removal of timber piles. The work can also consist of steel pile work, underwater steel repairs - dredging, coffer dam construction and removal, scour protection, underwater concrete repair, and dewatering. All activity that is performed in and around the water must be described in detail.

Class 1A work is the percentage (%) of the total contract value that is performed by the contractor in or around the water.

Work may consist of the removal and disposal of marine related structures such as wharves, piers, piles, railroad trestles and track structures.

CLASS 2 – GRADING, DRAINAGE & SITE DEVELOPMENT:

Construction projects consisting essentially of civil sitework such as earthwork and bituminous paving including: site preparation, excavation, grading, sewerage and storm drainage systems, sub-drains, culverts, landscaping and utilities. Projects included in this Class of Work are parking lot and roadway construction for MBTA facilities and stations including connections to existing area roadways.

CLASS 3 - TRACKWORK:

Projects consisting of the rehabilitation of or new construction of trackwork for rapid transit, commuter rail or light rail lines. Work includes placement of track support structure, ballast, wood or concrete ties, direct fixation, rail fastenings, switches and turnouts, rail welding placement, tamping, alignment and testing. The submitting contractor is hereby alerted to that fact that Competency of bidders experience for specific projects is required for individual track contracts, as specified in contract documents.

CLASS 4 - BRIDGES:

4A - STEEL SUPERSTRUCTURES:

Fabrication and erection of new structural steel superstructure associated with transit/railroad/ highway bridge rehabilitation and new construction. Rehabilitation of existing steel bridge members in place either under operations or during shutdowns. Also included in this class is substructure construction including but not limited to cofferdams, shoring, pile driving, dewatering, underpinning, caisson installation, slurrywall construction, steel and concrete piles, concrete foundations, concrete piers and abutments including wing wall and marine work.

The submitting contractor shall note that Concrete placement for new deck wearing surface or rehabilitation of existing deck wearing surface is considered Class 12A.

If the contractor has prequalification for "BRIDGE-CONSTRUCTION" classification under MassDOT-Highway Division, please provide evidence as part of the Prequalification Statement, as well as the status of outstanding bridge projects.

4B - CONCRETE SUPERSTRUCTURES:

Fabrication and erection of new precast and/or prestressed concrete beams or cast-in-place concrete beams associated with transit/railroad/highway bridge rehabilitation and new bridge construction. Rehabilitation of existing concrete bridge members in place either under operations or during shutdowns. This includes fabrication and erection of formwork and placement of rebar for cast in place beams or for rehabilitation of existing beams. This class of work includes substructure construction including but not limited to cofferdams, shoring pile driving, dewatering, underpinning, caisson installation, slurrywall construction, steel and concrete piles, concrete foundations, concrete piers and abutments including wing wall and marine work. Pedestrian walkways, elevated bridges and dams are also considered in this category.

Please note that concrete placement for new deck wearing surface or rehabilitation of existing deck wearing surface is considered CLASS 12A.

If the contractor has prequalification for "BRIDGE-CONSTRUCTION" classification under MassDOT-Highway Division, please provide evidence as part of the Prequalification Statement, as well as the status of outstanding bridge projects.

4C-MOVEABLE BRIDGES:

Fabrication and erection of new or rehabilitation for bascule, lift, swing or other common type of moveable bridges. This class of work includes all electrical and mechanical systems required for the bridge operation. Additional details, criteria, and requirements may be provided in the public advisement. The contractor shall include the moveable span only in this Class; all fixed spans should be considered as Class 4A or 4B. This classification may be complemented with Class 4A and 4B.

CLASS 5 - ELECTRICAL:

Projects including the installation and furnishing, testing and commissioning of switchgear equipment, traction power substation equipment, combustion turbine operations, duct and cable systems. Specialty Systems equipment and their installation for other than normal electrical systems are also included in this class of work.

CLASS 6 – SIGNALS & COMMUNICATIONS:

6A1 - TRANSIT SIGNALS AND COMMUNICATIONS:

Projects consisting of the installation and testing of transit signal, communications, automatic highway crossing warning (AHCW), or supervisory control systems. Work includes labor, materials, engineering, equipment, or technical support for new or existing systems. Bidders must submit examples of at least three (3) successfully completed projects to demonstrate qualification and experience in the type of work being bid.

6A2 - RAILROAD SIGNALS AND COMMUNICATIONS:

Projects consisting of the installation and testing of Federal Railroad Administration (FRA) regulated railroad signal, communications, automatic highway crossing warning (AHCW), or supervisory control systems. Work includes labor, materials, engineering, equipment, or technical support for new or existing systems. Bidders must submit examples of at least three (3) successfully completed projects to demonstrate qualification and experience in the type of work being bid.

6B – TRAFFIC SIGNALING:

Projects consisting of construction or reconstruction of a vehicular traffic control signal at either isolated or multiple locations for roadway intersections and pedestrian crossings. Work includes labor, materials and equipment for installation of vehicular traffic signal controllers, inductive loop detectors, electrical pull boxes, electrical conduit, conduit fittings and conduit supports, mast arm assemblies, posts and bases, signal post, controller bases, vehicle signal heads, pedestrian signal heads, louvered hoods and optically programmed adapters, pedestrian push buttons, temporary traffic signals and all incidental materials necessary for operating the vehicular traffic control signals.

CLASS 7 - BUILDINGS:

Projects including the remodeling, alteration or new construction of vertical type construction, such as stations parking garages and plant and equipment maintenance facilities. These projects may consist of several of the following trade categories of work: roofing and flashing, metal windows, waterproofing, damp-proofing and caulking, miscellaneous and ornamental iron, lathering and plastering, acoustical tile, marble, ceramic tile, terrazzo, resilient floors, painting, plumbing, heating, ventilation and air-conditioning, electrical work, elevators and masonry, excavation, sheeting, underpinning, piles foundation and site work. General contractors wishing to become prequalified in this class must submit their DCAM Certification (if available) along with their Prequalification Statement in General Buildings to be considered for prequalification. Note: The MBTA requires that all contractors must self perform at least 50% of the work to be considered eligible for Prequalification. However in Class 7- Buildings, this requirement can be replaced with a DCAM certification and can be provided as a substitute.

For contractors with CM at Risk or Design-Build experience where they have performed or managed building components, please include this experience in the work history description.

CLASS 8 - DEMOLITION:

Construction projects for the demolition, removal, and disposal of existing buildings, structures and appurtenances of significant size in their entirety, such as buildings, garages, facilities or stations. Incidentals to the work include structural review for safety of personnel, rodent control, traffic management, maintenance and protection of pedestrians, security fencing and street sweeping. This class can also consist of the removal and disposal of marine related structures such as wharves, piers, piles, railroad trestles and track structures. This class of work does not include incidental demolition work associated with remodeling or reconstruction such as a bridge wingwall, abutments, bridge decks or C.M.U. wall, wood/metal studded walls or rooms.

CLASS - 9 TUNNELING:

Work includes construction or rehabilitation of tunnels with specialized equipment along with excavation, lining, grout support systems, slurry walls, piles and caissons. In addition, projects utilizing slurry wall construction for temporary/permanent earth support systems and building/station foundation support. Work would include but not be limited to design and detailing of slurry plant systems, excavation sequences, reinforcing cage, construction concrete placement and disposal of slurry.

CLASS 10 - MECHANICAL:

Work including mechanical equipment installation, pipefitting, and fire protection systems, plumbing, HVAC, refrigeration, air distribution and energy conservation systems.

CLASS 11 - ASBESTOS ABATEMENT:

Work including the removal and disposal, enclosure or encapsulation of asbestos, included, but not limited to the activity in connection with the renovation, repair or demolition of a facility. Approval of prequalification requires submission of current Massachusetts State license. Prequalification in this class of work requires submittal of additional prequalification forms.

CLASS 12 - PRECAST CONCRETE:

Projects consisting of fabrication, delivery and installation/erection of prestressed precast and post-tension concrete construction.

12A- GENERAL CONCRETE:

Work consists of, but is not limited to concrete rehabilitation, repairs and concrete construction; grouting, removal of spalling, and /or shoring of structural parking garages, slabs, decks or superstructures. Projects may include concrete rehabilitation in buildings, walls, slabs, or bridge decks.